

REMARKS/ARGUMENTS

This Preliminary Amendment is filed in conjunction with a Request for Continued Examination. In the Advisory Action mailed January 31, 2006, the Examiner maintains his objection of Figures 5 and 6. The Examiner continues to reject Claims 1-4 and 6-20 under 35 U.S.C. § 102(e) as being anticipated by U.S. Patent No. 6,496,568 to Nelson. The Official Action also rejects Claim 5 under 35 U.S.C. § 103(a) as being unpatentable over Nelson in view of U.S. Patent No. 6,246,320 to Monroe.

Applicants have amended independent Claims 1, 2, 9, and 10 to more patentably distinguish the cited references, as will be explained in further detail below. Dependent Claims 14 and 17 have been canceled. Dependent Claims 15 and 18 have been amended and dependent Claims 21 and 22 have been added to further define the present invention. Applicants also present arguments to overcome the objections to the drawings. Therefore, Applicants submit that the pending claims are in condition for immediate allowance.

A. Objections to the Drawings

In the Advisory Action, the Examiner objects to Figures 5 and 6 for lacking lead lines because lead lines would purportedly “aide in determining the meaning of the submitted figures and where/how the Gantt chart would ‘...be updated as new information is received - for example, notification that a flight is delayed.’” Although the Examiner acknowledges that Gantt charts are relatively easy to read and accessible to all types of managers, the Examiner believes that lead lines would facilitate the understanding of the invention because not all managers are familiar with the actual symbols/gates/flight numbers/etc. displayed on the chart. In addition, the Examiner maintains that the specific example, “UA delayed 45 minutes,” should be shown in Figures 5a and 5b despite admitting that the specification nowhere indicates that this example is illustrated in any of the figures.

Applicants respectfully disagree with the objections to Figures 5 and 6. 37 C.F.R. §1.81 simply requires an applicant to “furnish a drawing of his or her invention where necessary for the understanding of the subject matter sought to be patented,” and the “drawings may include illustrations that facilitate the understanding of the invention.” The Examiner does not object to the drawings for failing to illustrate the subject matter of the claimed invention but, rather, insists

on Applicants modifying Figures 5a and 5b in order to determine the meaning of the Gantt chart and where/how the chart is updated. The Examiner acknowledges that the format of Gantt charts are well known and “are relatively easy to read and quite accessible to all types of managers and have been used within scheduling of airports for years,” but believes “that the charts are readily easy to read by managers who are familiar with the actual symbols/gates/flight numbers/ or what ever may be the activity displayed on the chart and also be able to recognize the change to the chart, when a flight is delayed.”

Applicants submit that the Examiner’s own admission indicates that lead lines are unnecessary to facilitate the understanding of the invention. The Examiner admits that the use of Gantt charts are well known, that their format is well known, and that those of ordinary skill in the art in the airline industry would be capable of fully understanding the content of Figures 5a and 5b. For example, looking at Figure 5a, it is apparent that the Gantt chart includes gate numbers along the left hand column, as well as other information such as origin/destination location and flight number shown with corresponding times of departure and arrival. It follows that one of ordinary skill in the airline industry would also be capable of readily determining when a change has been made to the Gantt chart. Moreover, the specification clearly indicates that Figures 5a and 5b are examples of a Gantt chart for departure and arrival of airplanes, which can be updated and monitored for changes (page 12, ¶ 41). As such, Figures 5a and 5b provide an example of how information is published and monitored by the source system in the form of a Gantt chart, as it relates to the departure and arrival of airplanes. Other than the specific reference to Figures 5a and 5a in paragraph 41 of the specification, Applicants do not indicate that Figures 5a and 5b are associated with any subsequent paragraphs and did not fail to mention these figures as alleged by the Examiner. Moreover, contrary to the Examiner’s assertion that “lead lines and/or further illustrations would facilitate the understanding of the invention and are essential for a complete proper understanding of the invention,” Applicants submit that one of ordinary skill in the art would be able to understand that a Gantt chart is monitored for updates or changes regardless of whether an illustration is provided. Therefore, Applicants submit that figures have been provided for the understanding of the subject matter sought to be patented (see e.g., Figures 1-3) per 37 C.F.R. § 1.81(a), while also providing exemplary illustrations (see e.g.,

Figures 5-8, none of which include lead lines) to facilitate an understanding of the invention per 37 C.F.R. § 1.81(b).

Similarly, Applicants submit that the content of Figures 6a and 6b is readily apparent to those of ordinary skill in the art and also do not require lead lines. In this regard, Figures 6a and 6b show a flight operating system control board, which is described as an exemplary listening-receiving system (“LRS”) (pages 13-14, ¶ 46). As such, Figures 6a and 6b are examples of a flight operating system control board according to one embodiment of the present invention. Contrary to the Examiner’s objection, the specification does not indicate that Figures 6a and 6b illustrate “that a flight has been delayed an hour.” Rather, a flight delay or other event may affect the scheduling of the ground crew schedule, such as that shown in the flight operating system control board of Figures 6a and 6b. It is therefore submitted that Figures 6a and 6b are clear and do not require lead lines in order to “facilitate an understanding of the invention.”

Applicants also respectfully disagree with the objection of Figures 5 and 6 for failing to show an example, “UA 732 delayed 45 minutes,” that is disclosed in the specification of the present application. In this regard, the Examiner acknowledges that it “maybe [sic] true that the specification nowhere indicates that the particular example is shown,” but finds that this is “why [the] Examiner made the objection in the first place because it should be shown.” Applicants fail to understand why this particular example should be shown in the figures. In this regard, Applicants submit that this single example of an event is not “necessary for a proper understanding of the disclosed invention,” as the specification of the present application discloses several examples of events to better understand the present invention, none of which are illustrated, or need to be illustrated, in the figures (see e.g., pages 12 and 13, ¶ 43). There is simply no indication within the specification that indicates that the example, “UA 732 delayed 45 minutes,” is shown in the figures, thereby negating any confusion that one would look to the figures to locate the example. Furthermore, one of ordinary skill in the art could easily recognize that the example is referring to an airline, flight number, and time of delay, such that an illustration of the example is not necessary to understand the invention. Applicants submit that requiring an illustration of simple examples discussed in the specification is unnecessary to understand the invention and oversimplifies the figures.

Therefore, Applicants submit that the objections to Figures 5 and 6 of the present application are overcome and respectfully request that the objections be withdrawn.

B. The Rejections under 35 U.S.C. § 102(e) are Overcome

The Official Action rejects independent Claims 1, 2, 9, and 10 under 35 U.S.C. § 102(e) as being anticipated by Nelson (Applicants refer to the Amendment dated September 15, 2005 for a discussion of Nelson). Independent Claim 1 of the present application recites detecting a first event of a plurality of events, wherein detecting the first event includes monitoring information from a memory for the occurrence of an event and publishing the first event upon occurrence of the first event. Claim 1 has been amended to recite automatically transmitting a notification to a first entity of the first event, wherein the first entity has previously subscribed to receive notification of a first type of events of which the first event is one. Furthermore, independent Claim 1 has been amended to recite that the second entity has previously subscribed to receive notification of a second type of events of which the second event is one. Further amended independent Claim 1 now recites that the first type of events is different than the second type of events. The remaining independent Claims 2, 9, and 10 have also been amended. Independent Claim 9 includes similar recitations in the context of a computer-readable medium, while independent Claims 2 and 10 also include similar recitations in the context of a method and data processing system, respectively, for notifying entities of travel-related events.

In the final Official Action, the Examiner rejects now cancelled dependent Claims 14 and 17 (portions of which are now incorporated into each independent claim) and relies upon col. 3, lines 60-68 of Nelson as disclosing that a second entity subscribed to receive notification of a second type of events could “be another customer of a different flight that registered to be notified of its cancellation, delay, or event,” and that it is inherent that “if the two entities were on different flights the type of events to be notified of would be different, such as flight 408 is cancelled and flight 409 is delayed.” Applicants respectfully disagree, as independent Claim 1 not only recites that the first and second entities have previously subscribed to receive notification of first and second type of events, respectively, but also that the occurrence of the first event triggers occurrence of at least a second event resulting from a first response to the occurrence of the first event. As such, even assuming that different passengers on different

flights are first and second entities, the events are not otherwise related to one another. In other words, a response to a first event associated with a first passenger would in no way trigger the occurrence of a second event associated with a second passenger, where the first and second passengers are on different flights.

Furthermore, Claim 1 recites a first type of events and a second type of events. For example, dependent Claim 21 recites that the first type of events is information associated with a plurality of entities, while the second type of events is information associated with only a single entity. Moreover dependent Claim 15 recites that the first type of events includes information about a flight being delayed or a baggage claim changed for an entire flight, while the second type of events includes information about a person having been rebooked on a particular flight. Thus, each of the first and second entities subscribe to different types of events, which is unlike Nelson where individuals are notified of the same type of event (see col. 2, lines 40-47 where customers are notified of a flight schedule event, a flight status event, a ticketing event, or marketing events). Applicants note that the Official Action contends that information regarding the cancellation, delay, or other event associated with two different flights constitute different types of events. When the type of event is properly interpreted in light of the specification, however, such information amounts to the same type of event information even if such information relates to different flights.

Although discussed above in conjunction with Claim 1, the other independent claims share similar recitations. In particular, neither Nelson nor any of the cited references, taken alone or in combination, teaches or suggests first and second entities that have previously subscribed to receive notification of first and second type of events, respectively, where the first and second type of events are different, as recited by independent Claims 1, 2, 9, and 10. As such, the rejection of Claims 1, 2, 9, and 10 under 35 U.S.C. §102(e) is overcome.

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CONCLUSION

In view of the amendments and remarks presented above, it is respectfully submitted that all of the present claims of the present application are in condition for immediate allowance. It is therefore respectfully requested that a Notice of Allowance be issued. The Examiner is encouraged to contact Applicants' undersigned attorney to resolve any remaining issues in order to expedite examination of the present application.

It is not believed that extensions of time or fees for net addition of claims are required, beyond those that may otherwise be provided for in documents accompanying this paper. However, in the event that additional extensions of time are necessary to allow consideration of this paper, such extensions are hereby petitioned under 37 CFR § 1.136(a), and any fee required therefore (including fees for net addition of claims) is hereby authorized to be charged to Deposit Account No. 16-0605.

Respectfully submitted,

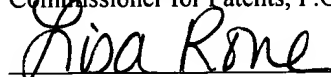


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